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1. reserve locomotives, including column locomotives, 300 (formerly SNA) locomotives, and German State (Soviet Zone) Railways (RBD) reserves must be differentiated between.

Column. Locomotives

2. Column locomotives, distinct from SMA and RED reserves, are locomotives definitely turned over to the Soviets. Although remaining in the Soviet Zone of Germany, where they are being used by the Soviets, mainly for transit traffic through Poland, they are considered by the Soviets as captured war booty or reparation deliveries. For this reason they are kept separate as "column locomotives" in all the statistical records of the German State Railways.
3. The locomotives in this category are organized into columns which consist of from 20 to 30 brigades. Each brigade consists of one locomotive, one coach equipped as a sleeper, and a permanent train crew of eleven Germans. The brigades receive their employment orders from the SOC Transport Division or the Soviet RTOs attached to the regional directorates of the Soviet Zone State Railways. (1) So far there have been 15 German columns with a total of 384 locomotives. Measures which were taken recently would indicate a reduction of the number of locomotive columns. (2).

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4. In addition to German columns there is now a Soviet column [] with a train crew made up of Soviet personnel, but which is equipped with German standard-gauge locomotives. It was transferred to Brest Litovsk in January/February 1950. (3).

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SCC Locomotives

5. The Soviet Control Commission (SCC) locomotive reserve is made up of German locomotives withdrawn from current operations. These locomotives are primarily a winter reserve to guarantee a smooth flow of Soviet shipments, but they are also strategically important.
6. A new order for the formation of this reserve is usual each spring. The collection of these locomotives is in progress throughout the summer but must be completed by 1 October. (4) The reserve for the coming winter has been fixed at 400 heavy freight-train locomotives and 30 heavy passenger-train locomotives as compared with a total of only 320 units collected last year. While in previous years this reserve was called SMA reserve, this year's designation is Reserve of the Directorate General, German State Railways. This redesignation was probably ordered to maintain the semblance of an independent German Democratic Republic. But in fact it is the same SCC (SMA) reserve as in previous years and remains entirely at the disposal of the Soviets.
7. The eight regional directorates were assigned the following quotas of reserve locomotives:

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To be collected by:

RBD	1 Apr		1 May		1 Jun		1 Jul		1 Aug		1 Sep		1 Oct	
	P	F	P	F	P	F	P	F	P	F	P	F	P	F
Berlin	1	44	2	47	2	49	3	51	3	53	4	54	6	55
Cottbus	-	29	-	30	1	31	1	32	1	33	2	33	2	34
Dresden	1	40	2	42	2	44	3	46	3	48	4	50	6	52
Erfurt	1	40	1	42	2	46	2	50	2	54	3	57	5	60
Greifs-														
wald	-	18	1	19	1	20	2	21	2	22	2	23	2	24
Halle	1	50	2	53	2	56	3	59	4	62	5	65	5	67
Magde-														
burg	-	61	-	63	1	64	1	65	1	66	2	66	2	66
Schwerin	-	38	-	39	1	40	1	41	1	42	2	42	2	42
Total: 4	320	8	335	12	350	15	365	17	380	24	390	30	400	

Note: P = passenger-train locomotive
 F = freight-train locomotive

These locomotives are kept 'cold' at suitable reserve collecting points in the various railroad districts. Details on these reserve depots are not available, but it may be assumed that the SCC reserve locomotives are collected only at stations where adequate maintenance and repair facilities are available. (5)

8. Prior to withdrawal from traffic, the designated reserve locomotives are thoroughly overhauled and given a test run of about 14 days over at least 1,000-km in standard operations. The locomotive is then accepted by a commission, and stored at the reserve depot. The reserve locomotives are currently replaced in the order of the period of time they have been in reserve by exchanging them for such as have been thoroughly overhauled and meet specifications for reserve locomotives. (6).

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After having been in reserve for six months the locomotives were put into operation for a 14-day period and then returned to reserve status after undergoing the prescribed checks.

9. There are no German train crews assigned to these reserve locomotives. It is not believed that there are Soviet train crews. In the event that reserve locomotives are needed they are manned by standard procedure. The chiefs of the mechanical departments of the various Railway Offices within the regional directorates are responsible for the serviceability and maintenance of the reserve locomotives. They appoint a railroad mechanic at each collecting point; it is his responsibility to check these locomotives daily and to report every deficiency noticed. Until now these locomotives have been lettered SMA-Reserve. It remains to be seen whether this will be changed this year.
10. The SCC Transport Division is the only agency with the right to dispose of these locomotives. They may be employed only with the consent of the head of this division.

Previous experience has shown that SMA locomotives are withdrawn from reserve only in exceptional cases and for short periods of time. This happened in a few cases in January and February 1950 when serviceable locomotives were a critical item in the Soviet Zone of Germany. The general procedure was to again place the same locomotives in reserve. However, if deficiencies developed while in operation the locomotives were replaced. The accumulation of such extensive reserves over almost an entire year is difficult to understand in view of the permanent shortage of locomotives, moreover this measure is highly uneconomical, since the SCC and RBD locomotives represent 15 percent of the present stock of serviceable locomotives. Such a procedure can only be explained by the mentality of the Soviets and their inflexible way of thinking and planning.

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RBD Locomotives

11. The German State (Soviet Zone) Railways (RBD) reserve has been fixed at 100 heavy freight-train and 20 heavy passenger-train locomotives for 1950/51, as compared with a total of 100 units the previous year. The following quotas had to be furnished by the individual regional directorates: (7)

to be collected by:

RBD	1 Apr		1 May		1 Jun		1 Jul		1 Aug		1 Sep		1 Oct	
	P	F	P	F	P	F	P	F	P	F	P	F	P	F
Berlin	1	5	1	6	2	7	2	8	2	9	3	10	4	10
Cottbus	-	3	-	4	1	4	1	5	1	5	1	6	2	6
Dresden	1	8	2	10	2	13	2	15	2	17	3	18	4	20
Erfurt	1	3	1	5	1	8	2	11	2	14	3	18	4	23
Greifswald	-	2	-	3	1	3	1	3	1	4	1	5	1	5
Halle	1	8	2	10	2	12	2	14	2	16	3	17	3	19
Magdeburg	-	6	-	7	1	7	1	8	1	8	1	9	1	10
Schwerin	-	5	-	5	-	6	1	6	1	7	1	7	1	7
Total:	4	40	6	50	10	60	12	70	12	80	16	90	20	100

12. As to the selection, maintenance and employment of these RBD reserve locomotives the same holds true as for SCC locomotives. There are, however, different regulations as to the right of disposal. The pertinent procedure is as follows:
Until 1 October 1950 the president of a regional directorate may employ such reserve locomotives only temporarily, and in emergency cases within his railroad district by special permission of the authorized Soviet railway plenipotentiary attached to the regional directorate. After 1 October 1950 the employment of these reserve locomotives will be the sole responsibility of the regional directorates. The new procedure gives much more authority and freedom to the German railway.

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authorities than the strict regulations previously in force. But it has been a common experience to find that it was much easier to withdraw RBD locomotives from reserve than SMA locomotives. The probable reason for this difference was that the Soviet military plenipotentiary assigned to a regional directorate, who was authorized to grant permits for the employment of reserve locomotives, did so freely to help overcome operational bottlenecks, thus safeguarding his activities against derogatory criticism.

13. Neither German nor Soviet train crews are assigned to RBD reserve locomotives. As to the servicing of the locomotives kept "cold" at the reserve collecting points the same regulations apply as those mentioned for the SMA reserve.

Freight car reserve

14. No details are available on the formation of a freight car reserve for the period of 1950/51. It may be assumed that at least the same number of cars of all types as in the last year (a total of 7,000 units) will have to be kept in reserve for the SCC Transport Division in the eight regional directorates.
15. This assumption is supported by a decree of the Directorate General Soviet Zone Railways, according to which movable military equipment (benches, bunks, arms racks, heating facilities etc.) for approximately 7,000 box cars will have to be stored for the SCC.

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16. The breakdown of this equipment on the eight regional directorates is as follows:

RBD	Amount of equipment to be furnished for number of cars
Berlin	2,147
Cottbus	429
Dresden	1,431
Erfurt	572
Greifswald	716
Halle	930
Magdeburg	501
Schwerin	429
Total:	7,155

With the help of these standard units box cars can be speedily converted for troop movement purposes.

17. The reserve cars so far were kept at numerous suitable collecting points, often in small numbers at small stations. Details on these reserve collecting points are not available. Very often these cars were lettered SMA-Reserve, as were the reserve locomotives.
18. In conclusion it may be said that the formation of locomotive and car reserves as ordered by the Soviet occupation power constitutes a heavy strain on the Soviet Zone railway system. Although the primary purpose of these reserves certainly is to insure against delays in winter, these locomotives and cars may also be used for strategic purposes. They are available throughout almost the entire year, and may thus be used for large-scale troop movements at any time.

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[] comments.

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(1) Previously reported in detail. See

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(2) Information was contained in a previous report. []

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(3) Details were given in a previous report.

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(4) Figures given for this reserve were valid for the year 1949-1950. []

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(5) A map of the Cottbus railroad district, showing all railroad repair shops, will be transmitted.

(6) This procedure has been followed since 23 January 1950. No ex-change was possible prior to that date.

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(7) Details were previously transmitted. see The order for the previous year was superseded. []

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